DOVER HARBOUR.

Copy of a letter to the Editor of the Dover Chronicle.

SIR,—Although I consider it an almost hopeless task further to endeavour to convince Mr. H. Humphreys, and the disciples of the detached breakwater system, of the error of their often-refuted theories (having unanswerably proved that the only safe method of preventing the travelling shingle from obstructing the harbour's mouth, was effectually arresting its passage by an extensive pier projected from the Stone-head,—see my printed Dover Refuge Harbour Report), yet I must not permit Mr. Humphreys' letter in your journal of Saturday last to remain wholly unnoticed, lest it should be supposed that the new data of the South-Eastern Railway "dike" here, which he affects to argue from, really afforded some accidental support to his notions. Before, however, observing upon the substance of Mr. Humphreys' letter, I must remind him, and other detached breakwater speculators, of the great presumption of their theories, after a Government Commission has decided that even the eminent Mr. Cubitt's breakwater plan for our proposed Harbour of Refuge was defective, so far as it was designed to be a detached work; and it will be seen, by reference to the Commissioners' report on that plan, that Mr. Cubitt afterwards subscribed to the propriety of their view, in favour of a work united to the shore. But Mr. Humphreys, and men of his school,—men who,

"——— Convinced against their will,
Are of the same opinion still,"

are not easily satisfied of their errors; though the most eminent engineers decide against them, they will still be found dogmatically propagating their fallacies, and endeavouring to mislead superficial inquirers. As to Mr. Humphreys' letter, I find it full of absolute absurdities. First, he speaks of the South-Eastern Railway "dike" and works, as tending in their construction to aid the passage of the travelling shingle towards the harbour's mouth! and advises other alterations to a similar end!! But I believe Mr. Humphreys would find, if he were to ask Mr. Cubitt, that the very opposite effect to that supposed by Mr. Humphreys to be designed by those works, was intended by Mr. Cubitt; for assuredly that gentleman knows that the existence of his "dike," even for the few years it may be supposed, from the perishable nature of its ties and other materials of its construction, to be intended to stand, mainly depends upon its *not aiding* the passage of the travelling shingle, but *detaining it* in front to prevent the sapping by the sea of its insecure foundation; an expectation, however, doomed to be disappointed, since groins and shingle traps of any description can only be effective where shingle travels, which, it having nearly ceased to do at this port, (there being but little more shingle to come from between the Shakspeare Cliff and the South-Eastern Railway "dike," the supply being wholly cut off by the falls of the Rounddown and other cliffs,) the effect will be the continued deepening of the shore from the Shakspeare Cliff to the mouth of the harbour, and consequent incursions of the sea wherever the shore is not protected by wharfs, as at the South-Eastern Railway's eastern mouth of the Shakspeare tunnel, and along the entire line of viaduct adjoining it. I venture to predict that the consequence of the omission of a proper wharf at this part of the South-Eastern Railway works will be, that, in less than twenty years, the line of old Folkstone road, immediately behind the viaduct, will not be in existence from incursions of the sea; leaving it to be conjectured what will hence be the fate of the eastern mouth of the Shakspeare tunnel and of the viaduct, the foundation of which will soon be laid bare, and its timbers be continually worn by the fretting, through the operations of the waves, of the portions of falling cliff behind it, to say nothing of the ravages of the worm. But to return to Mr. Humphreys' letter. I find next to the part I have observed upon, various prescriptions to benefit the present incurable harbour. (The great duke calls Mr. Humphreys, and men of his grade, "harbour-doctors," quacks, of course; but able, duly-qualified physicians at the same time have given it over.) On these prescriptions I shall offer no comment, as to day is past for the least attention to be paid to them, wiser heads having advised (in the Government report on Mr. Cubitt's detached breakwater plan for a harbour of refuge at Dover) a course somewhat at variance with Mr. Humphreys' assertion, "that as easily may you prevent the tide from setting up the channel, as to stay the beach from coming from the westward to the harbour's mouth." *Nous verrons.* Let Mr. Humphreys survey the shore from the harbour to the falls at the Rounddown, &c., and inquire what has been their effect in "staying the beach," before he again hazards such absurd assertions.

I am, Sir, yours, very faithfully,
JAMES STEWARD.

East Cliff, Feb. 14, 1844.

DOVER LANDING-JETTY.

WE are authentically informed that the Postmaster-General intends to send a mail from this port to Calais daily, and to limit the time within which it shall be transmitted, to three hours, instead of, as at present, six hours and a half; and that it is the opinion of the authorities connected with the Packets here, that the required service cannot be performed regularly and certainly, unless by means of a Jetty, from which the mails can be shipped at all times of the tide, and in any weather. We have no doubt that the Jetty Committee, with their usual vigilance and tact, have already directed application to be made to the Government for aid towards the formation of the Jetty, should it be found impracticable to raise all the required capital in shares, and at all events an additional large source of revenue (not noticed in the prospectus) is thus opened; for we have no doubt that the greater facility of shipping the mails from the Jetty, rather than from boats, independent of the practicability of the former when the latter is impossible, will induce the Government to pay a considerable annual sum for the use of it. At present, the cost of the boats performing the service is between 200*l.* and 300*l.*, and when the duty by the intended new arrangement is made more frequent as well as more difficult, we may well expect the Government will adequately remunerate it. The certainty of a daily opportunity of transit to the Continent by the fast Government Packets, at a regular fixed hour, will, no doubt, make passengers give a preference to this as their port of departure; and thus again the prospect of revenue held out in the prospectus of the Jetty Committee, is improved and confirmed.—*Dover Chronicle.*

MONUMENT TO BISHOP FARRAR.

TO THE EDITOR OF THE BUILDER.

SIR,—Perhaps you may find space in THE BUILDER for a short notice of this beautiful and appropriate work of art, executed by J. E. Thomas, Esq., F.S.A., lately erected to the memory of our martyred prelate in St. Peter's Church, Carmarthen, bearing the following inscription:

SACRED
to the memory of
ROBERT FARRAR, D.D.
Bishop of St. David's,
Burnt in the market-place of Carmarthen,
30th March, 1555,
for adhering to the Protestant religion.
"The righteous shall be in
everlasting remembrance."
This monument
was erected A.D. 1843,
as a tribute of pious respect to the
memory of the martyred Bishop
of this Diocese.

At a time like the present, when the beautiful simplicity which regulated our holy religion at the reformation is so powerfully assailed, this, and other public testimonials of similar nature, commemorating the worth of the suffering supporters of the truth, seem to be indeed by a providential influence, and will doubtless be beneficial in their effects.

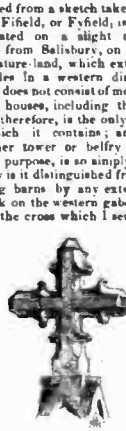
I am, Sir, your very humble servant,
Brecon, 27th Feb. 1844. J. T. L.

[We should like to publish, in a two-column block, a view of this work of art, to form one of

FIFIELD CHURCH, WILTS.

TO THE EDITOR OF THE BUILDER.

DEAR SIR,—I beg to forward you two sketches, which perhaps you may feel disposed to give in THE BUILDER, viz., an ornamental stone cross from the east gabel of Fifield Church, Wiltshire, and a small view of the whole church, copied from a sketch taken on the spot by myself. Fifield, or Fyfield, is a very small village, situated on a slight ascent about twelve miles from Salisbury, on the edge of a valley of pasture-land, which extends for two or three miles in a western direction. The village itself does not consist of more than about half-a-dozen houses, including the parsonage; the church, therefore, is the only object of any interest which it contains; and even this, without either tower or belfry to remind us of its sacred purpose, is so simply constructed, that scarcely is it distinguished from one of the neighbouring barns by any external features except a cock on the western gabel, and on the eastern one the cross which I send you. The



church is, indeed, built of stone, with a pointed arch over the principal and only door-way of the fabric, in which respect it does not differ from many barns in Wiltshire. Indeed, I think I saw last month some barns more elegant in construction than this, and, from the durability of the stone which abounds there, as complete as when they were first erected, some of them probably not constructed later than the middle of the 15th century. It is, perhaps, remarkable that the cross should be so neatly and elegantly sculptured when the rest of the church is rude and bare of ornament; but we can appreciate the feeling which told them that in this case they were working on peculiarly holy ground, and that the symbol raised to assemble masters and labourers from the adjoining hills for purposes of devotion, should claim the touch of an artistic chisel, if even the roof were left without a spire, and the mouldings void of decoration.*

I am, dear Sir, yours most respectfully,

H

Great Newport-street, Feb. 19, 1844.

*[This idea is excellent; often may twenty shillings bestowed with taste give a small building a superior aspect; in the same way that something of no greater price may indelibly mark the gentleman amid disguise, while the utmost profusion of dilemma, whether on the person or on an edifice, violating taste, only removes either object from approving estimation. This kind of abridgement according to necessity is well expressed in the German novel of The [illegible]